

**ATTACHMENT A – KINGSFORT METROPOLITAN
TRANSPORTATION PLANNING ORGANIZATION (KMTPO):**

**2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM
(TIP) PAGE**

**2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM
ADJUSTMENT PAGE**

AND

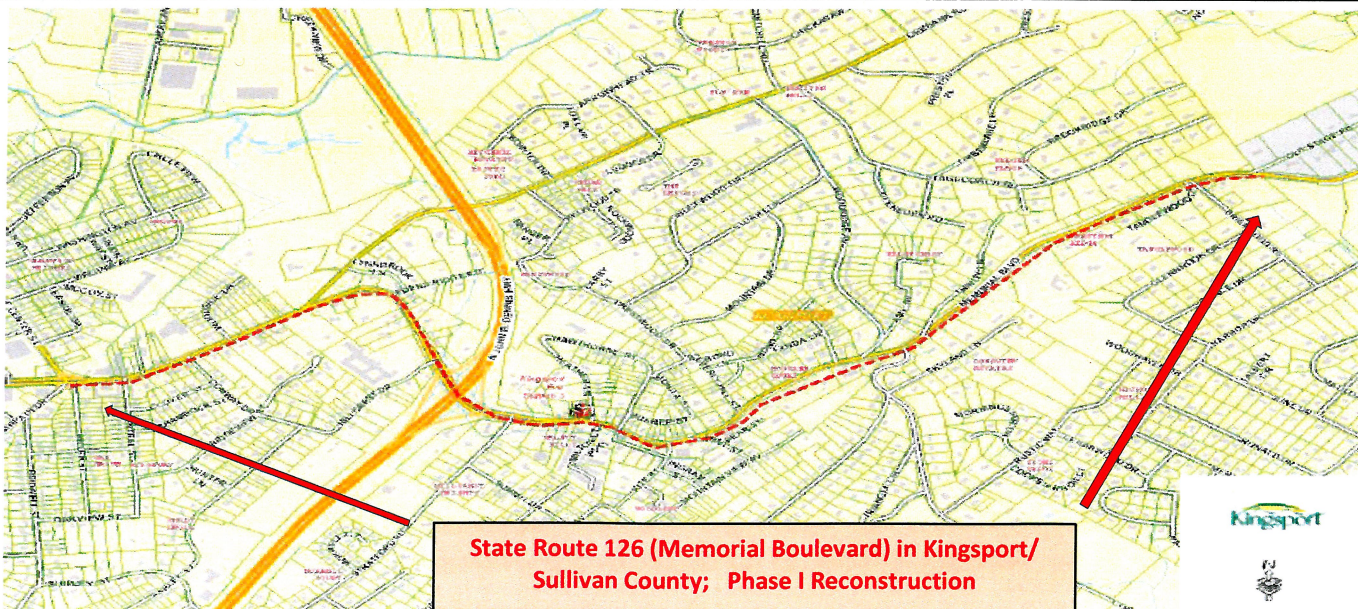
**2035 (KMTPO) LONG-RANGE TRANSPORTATION PLAN
(LRTP) PAGE**



TIP #	TN-5	TDOT PIN# / VA UPC#	PIN # 105467.01	Priority		Lead Agency	TDOT - 82020
County	Sullivan	Length	4.1 Miles	L RTP#	MNA-20a	Conformity Status	N/A
Route/Project Name	SR-126 (Memorial Blvd) - Phase I					Total Project Cost	\$40,000,000
Termini or Intersection	From East Center Street in Kingsport to Cook's Valley Road						
Project Description	Widen the section from Center Street to Hawthorne Street to 4 lanes (gras median). Widen from Hawthorne Street to Harbor Chapel Road from 2 to 5 lanes (center turning). Widen the section from Harbor Chapel to Old Stage Road from 3 ot 4 lanes (grass or paved median) and Widen the section from Old Stage Road to Cook's Valley Road from 2 to 3 lanes.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
FY 14	PE-D	S-STP	\$1,000,000	\$800,000	\$200,000	\$0
FY 15						
FY 16	ROW	S-STP	\$6,000,000	\$4,800,000	\$1,200,000	\$0
FY 17						

Remarks	Amendment Number	Adjustment Number
Phase I project - East Center Street to East of Cook's Valley Road. Note: The previously obligated funds listed in FY 14 include funding for the NEPA process		



SECTION A

Previous Projects – Status Report Listed below are major projects from the previous TIP

ID	Project Location	Description	Status
TN-1	Fordtown Rd	Realignment	PE and ROW completed
TN-2	I-26 Welcome Center	Welcome Center and interchange	PE and ROW underway
TN-3 PIN# 103725	Intersection of US 11W/Indian Trail Dr	Install new signal and add median work at approaches	Construction complete, awaiting final voucher
TN-4 PIN# 101552.00	Netherland Inn Bridge	Bridge replacement	Construction complete
TN-5 PIN# 105467.00	SR 126 from Center St to I-81	Reconstruction/widening improvements	Currently in PE Phase
TN-18	KATS Operations	Bus drivers, dispatch, staff, operating	Complete
TN-8 PIN #109896.00 & 109896.01	Intersection of SR 93 and Pavilion Dr	Install new signal and geometric improvements	Construction in Summer of 2010, waiting final voucher
TN-9	Watauga Roundabout	Construct roundabout at 5 legged intersection with local funds	Complete
TN-10	Eastman Rd/Ryder Dr	Signalization with local funds	Complete
TN-11	Gibson Mill / W Ravine Rd	Realignment and relocation project funded by local/private partnership	W Ravine Rd extension complete; Gibson Mill realignment construction underway
TN-12 PIN# 030627.00	Adjacent to Netherland Inn	Construct Historic Transportation Museum using Enhancement funds	Construction complete, awaiting final voucher
TN-13	Warriors Path State Park	Park amenities	Construction complete, awaiting final voucher

**TENNESSEE DEPARTMENT OF TRANSPORTATION
FY 2014 THRU FY 2017
TRANSPORTATION IMPROVEMENT PROGRAM
TITLE 23 U.S.C., SECTIONS 105 & 135**

OLD PAGE

STIP #	1482020	TDOT PIN	105467.01	LENGTH IN MILES	4.1	LEAD AGENCY	TDOT
COUNTY:	SULLIVAN	TOTAL PROJECT COST	\$40,000,000		TIP NO:	TN-5	
ROUTE:	SR-126						
TERMINI :	FROM EAST CENTER STREET IN KINGSPORT TO EAST OF COOKS VALLEY ROAD						
PROJECT DESCRIPTION:	WIDEN THE SECTION FROM CENTER STREET TO HAWTHORNE STREET TO 4 LANES(GRAS MEDIAN).WIDEN FRON HAWTHORNE STREET TO HARBOR CHAPEL ROAD FROM 2 TO 5 LANES(CENTER TURNING). WIDEN THE SECTION FROM HARBOR CHAPEL TO OLD STAGE ROAD FROM 3 OT 4 LANES(GRASS OR PAVED						
REMARKS							

<u>FISCAL YEAR</u>	<u>TYPE OF WORK</u>	<u>FUNDING TYPE</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2014	PE-D	STP	1,000,000	800,000	200,000	
2016	ROW	STP	6,000,000	4,800,000	1,200,000	

**TENNESSEE DEPARTMENT OF TRANSPORTATION
FY 2014 THRU FY 2017
TRANSPORTATION IMPROVEMENT PROGRAM
TITLE 23 U.S.C., SECTIONS 105 & 135**

ADJUSTED PAGE

Adjustment Number: 162

STIP #	1482020	TDOT PIN	105467.01	LENGTH IN MILES	4.1	LEAD AGENCY	TDOT
COUNTY:	SULLIVAN	TOTAL PROJECT COST	\$40,000,000		TIP NO:	TN-5	
ROUTE:	SR-126						
TERMINI :	FROM EAST CENTER STREET IN KINGSPOUT TO EAST OF COOKS VALLEY ROAD						
PROJECT DESCRIPTION:	WIDEN VARIOUS SECTIONS FROM 2 TO 3 LANES, 2 TO 4 LANES, 2 TO 5 LANES, INCLUDING TURN LANES, TRUCK CLIMBING LANES AND MEDIANS						
REMARKS							

<u>FISCAL YEAR</u>	<u>TYPE OF WORK</u>	<u>FUNDING TYPE</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>
2014	PE-D	STP	1,000,000	800,000	200,000	
2016	ROW	STP	6,000,000	4,800,000	1,200,000	

KINGSPORT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

2035 Long Range Transportation Plan (LRTP)



June 7, 2012

**Table 5-2
Projects Completed Since 2008 & Committed Improvements (E+C Network)**

TDOT/VA #	Project/Route	From/To	Type of Improvement	Improvement Description	Status
Projects Completed Since Last Plan (2008)					
10614.00	Fordtown Road	End of I-81 Exit Ramps (at Exit 56) to Near Eastern Star Road	Safety	Relocate and widen to 3 lanes along new corridor.	Completed
TN-4	I-81	Along I-81 corridor at the I-26 interchange Exit 57, MM 53.0, MM 54.8, MM 56.8, MM 59.3, and MM 61.4	ITS	Install the required number of traffic cameras needed to monitor traffic along the I-81 corridor and their associated hardware/software, etc.	Completed
City of Kingsport	Gibson Mill	Intersection of East Stone Drive; West Ravine Road; and South to Watauga Street	Intersection/ Realignment	Realignment at intersection of East Stone Dr, add roundabout at West Ravine Road, and add turn lane south to Watauga Street	Completed
City of Kingsport	Cleek Road	Intersection of East Stone Drive and New Beasonwell Road. Realignment of Cleek Road from East Stone Drive to new intersection on Orebank Road.	Safety/ Reconstruction	Intersection improvements and realignment as well as the addition of a multi-use path	Completed
Committed Projects					
112789.00	SR-1 - Main St / Hammond Ave Signalization & Geometric Improvements	Intersection of SR 1/Hammond Ave and Main St/Hammond Ave	Intersection	Dual signal arrangement with a coordinated timing plan along with the installation of additional geometric improvement to add turning lanes and other safety improvements as designed.	Under Construction
040028.01	I-26 Tennessee Welcome Center	Proposed Welcome Station South of Bell Ridge Road	Welcome Center	Construct New Tennessee Welcome Station	Under Construction
101397.00	SR-75	SR-36 to SR-357 (HPP ID# 2026, 388 & 4969)	Widening	Widen from 2 lanes to 5 lanes	Under Construction
70080.00	Route 72 - Phase II (Moccasin Gap Bypass)	From: 0.394 Kilometer South ECL Weber City To: West ECL Weber City (3.5 KM)	Reconstruction/ Realignment	Construct to 4 lanes	Under Construction
86598.00	US-23 (RTE 23)	SBL Over North Fork Holston River VA Structure #1003	Bridge Replacement	Bridge Replacement	Under Construction
101389.00	US-23 (RTE 23)	NBL over North Fork Holston River (VA STR1108)	Bridge Replacement	Bridge Replacement	Under Construction
293.00	Route 614 (Yuma Road)	From .06 miles west of intersection Route 713 to .02 miles east of Route 867 West	Reconstruction	Reconstruction	Under Construction
City of Kingsport	Gibson Mill	Gibson Mill Rd (Phase V) from Gibson St to Watauga St	Reconstruction	Reconstruct to 3 lanes as part of Gibson Mill Rd Improvements (transition to 2 lanes near Robertson St)	Under Construction
City of Kingsport	Rock Springs Road	From Edinburgh Channel Rd (entrance to new elementary school) to Cox Hollow/Rock Springs Drive	Safety/ Reconstruction	Add shoulders, multi-use path, and eliminate horizontal/vertical curves	Under Construction
STP-5	Netherland Inn Road	Realignment of Union St from US-11W to Netherland Inn Rd	Reconstruction/ Realignment	Realign and reconstruct Union St to improve access to Netherland Inn Rd and economic redevelopment area along the Holston River.	Under Development
114173.00	I-81	Eastbound truck climbing lane at mile marker 60 to Exit 63	Widening	Add an eastbound truck climbing lane from mile marker 60 to Exit 63 to improve congestion.	Under Development
17747.00	Intersection of SR-224, US-23, & US-58 (RTE 58) (Moccasin Gap Bypass)	From: 0.486 Kilometer West ECL Weber City To: 0.491 Kilometer East ECL Weber City	New Interchange	New Interchange	Under Development
12764.00	Route 72 (RTE 72) (Moccasin Gap Bypass)	From: 0.394 Kilometer South ECL Weber City To: 0.120 Kilometer North Route 71	Reconstruction/ Realignment	Roadway Reconstruction (New Alignment)	Under Development
86594.00	Route 687 (Gate Road)	Over Big Moccasin Creek VA Structure #6102	Bridge Replacement	Bridge Replacement	Under Development
105467.00	SR-126 (Memorial Blvd)	From East Center Street in Kingsport to East of Cooks Valley Road	Widening	Widening project from 2 to 4 lanes	Under Development
112834.00	SR-93 (Sullivan Gardens Parkway)	From I-81 to SR-347	Safety	Various safety spot improvements along the corridor at five locations. Improvements range from the addition of a center turn lane at two locations, the flattening of existing horizontal curves, the addition of paved shoulders at several locations, and sidewalk improvements at one location.	Under Development

APPENDIX B

TABLE 47: NETWORK IMPROVEMENTS

Project ID	Roadway	Improvement	Year
11-TC	Rock Springs Rd	Reconstruct to 3 lanes and widen shoulders with safety and geometric improvements at select locations/intersections	2015
13-TC	Sullivan St West	Reconstruct to 3 lanes and widen shoulders with safety and geometric improvements at select locations/intersections	2015
14-TC	Eastern Star Rd	Reconstruct to 3 lanes with safety and geometric improvements at select locations/intersections	2015
15-TC	Tri-Cities Crossing	Reconstruct to 3 lanes with safety and geometric improvements at select locations/intersections	2015
17-TC	Lincoln St/MLK Jr Dr Connector	Extend Lincoln St/MLK Jr Dr to Industry Dr	2015
19-TC	Mitchell Rd Connector	Construct new 3 lane roadway to link Fordtown Rd to Eastern Star at I-26 Interchange	2015
36-TSTI	Memorial Blvd (SR 126)	Reconstruct to 2 lanes and widen shoulders with safety and geometric improvements at select locations/intersections	2015
3-VC	Wadlow Gap Rd (SR 224)	Pave gravel shoulders; provide safety and geometric improvements at select locations/intersections	2015
9-TC	Netherland Inn Rd	Reconstruct to 3 lanes (center turn lane) in coordination with roundabout	2015
1-VC	US 58/US 421	Reconstruct to 3 lanes (center turn lane) as part of Moccasin Gap project	2025
38-TSTI	Fort Henry Dr (SR 36)	Widen shoulders and improve turning movements/extend center turn lane	2025
40-TSTI	Bloomingtondale Pk	Reconstruct to 3 lanes with safety and geometric improvements at select locations/intersections	2025
8-TC	Memorial Blvd (SR 126)	Reconstruct to 3 lanes and widen shoulders with safety and geometric improvements at select locations/intersections	2025
10-TC	Reservoir Rd	Reconstruct to 3 lanes (center turn lane) and widen shoulders	2035
22-TC	Fort Henry Drive (SR 36)	Widen existing 2 lane road to 4/5 lanes	2035
26-TC	Granby Rd Extension	Extend Granby Dr from Stone Dr to Fort Robinson Dr as part of improved access to Netherland Inn Rd	2035
2-VC	Jackson St East (SR 71)	Reconstruct to 3 lanes as part of proposed Clinch Mountain/SR 72 bypass project	2035
34-TSTI	Riverport Rd	Reconstruct to 2 lanes and widen shoulders with safety and geometric improvements at select locations/intersections	2035
4-TC	Stone Dr West (US 11W/SR 1)	Widen to 6 lanes	2035

ATTACHMENT B – FARMLAND COORDINATION

United States Department of Agriculture



Natural Resources Conservation Service
675 U.S. Courthouse
801 Broadway
Nashville, Tennessee 37203

December 22, 2008

Mr. Tom Love
Tennessee Department of Transportation
Suite 900, James K. Polk Bldg.
505 Deaderick Street
Nashville, TN 37243-0334

Dear Mr. Love:

We received your request for Environmental assessment and FPPA information for the State Route 126 highway project from East Center Street in Kingsport to Interstate 81, Sullivan County, TN

Your request for information related to environmental impacts is being forwarded to the Tennessee NRCS National Environmental Policy Act (NEPA) Coordinator to review and coordinate with other NRCS specialists for any comments or recommendations they may have pertaining to this project.

The following NRCS specialist will supply a Farmland Conversion Impact Rating based upon information you submitted on Form CPA-106 and accompanying documents:

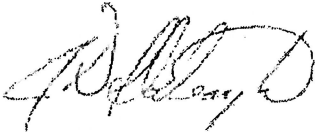
Livingston, Richard L, RESOURCE SOIL SCI
KNOXVILLE SERVICE CENTER
9737 COGDILL RD
KNOXVILLE, TN 37918
(865) 671-3830 x 3

Some other items in your request are outside of the authority of our agency or we do not have the expertise to provide that type of information for your organization.

Our soil survey information can also be found online at <http://websoilsurvey.nrcs.usda.gov>. This website will provide you with all of our most current soil survey data and interpretations including prime farmland and hydric soils.

Please feel free to call me at (615) 277-2550, or e-mail me at doug.slabaugh@tn.usda.gov, if you have questions about this request, or if you need assistance with accessing our soils information on the web and any other needs that may arise for Tennessee Soil Survey products or information.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Douglas Slabaugh', with a stylized flourish at the end.

J. DOUGLAS SLABAUGH
State Soil Scientist

Cc: (w/enclosures)

Rick Livingston, NRCS Resource Soil Scientist, Knoxville, TN
Carol Chandler, NRCS NEPA Coordinator, Nashville, TN

NRCS:SS:JD Slabaugh::12/22/08

United States Department of Agriculture



Natural Resources Conservation Service
9737 Cogdill Road, Suite 152C
Knoxville, TN 37932
Phone 865-671-3830 x. 112

January 12, 2009

Mr. Tom Love
Tennessee Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

Project: State Route 126 (Memorial Blvd.) from East Center St. in Kingsport to I-81 Sullivan County, TN

Dear Mr. Love,

The request for soils information that was sent to Mr. Kevin Brown forwarded to me. I will be addressing the portion of the request concerning the Farmland Protection Policy and hydric soils

This information was compiled using a corridor of 1,000 ft. on either side of existing S.R. 126 as specified in the information you sent. This project will result in the conversion of 132 acres of Prime Farmland as defined in the Farmland Protection Policy Act. Form AD-1006 is attached to this letter to document this determination. Prime farmland is land that has the best combination of physical and chemical characteristics, growing season, and moisture supply for producing agricultural crops. Generally, land may be pasture, forestland, or cropland but may not be urban built-up land or waterways. Additionally, construction within an existing right-of-way purchased on or before August 4, 1984 is not subject to the Farmland Protection Policy Act.

Concerning Hydric Soils, there are 54 map units of Bloomingdale silty clay loam. 0 to 2 percent slopes, occasionally flooded within the corridor. These 4 map units occupy about 47 acres of the total 2,100 acres. Hydric soil criteria is only one of the 3 factors used in determining a wetland. Areas of hydric soils may or may not meet all of the requirements of a wetland.

Much of our soils information is available on-line at <http://websoilsurvey.nrcs.usda.gov/app/>
Additional information on Prime Farmland may be obtained at our websites
www.tn.nrcs.usda.gov/technical/soils/fppa.html or www.nrcs.usda.gov/programs/fppa/.

Feel free to contact me if I may be of further assistance.
Sincerely,

A handwritten signature in dark ink, appearing to read "Richard Livingston", is written over a light-colored background.

Richard Livingston
Resource Soil Scientist

Enclosure

Helping People Help the Land

An Equal Opportunity Provider and Employer

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		1. Date of Land Evaluation Request December 12, 2008		2. Sheet <u>1</u> of <u>1</u>	
3. Name of Project SR 126, Memorial Boulevard		4. Federal Agency Involved US Department of Transportation, Federal Highway Administration			
5. Proposed Land Use Improved Highway Corridor		6. County and State Sullivan County, TN		7. Type of Project: Corridor <input checked="" type="checkbox"/> Other <input type="checkbox"/>	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS		2. Person Completing the NRCS parts of this form	
3. Does the site or corridor contain prime, unique, statewide or local important farmland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (If no, the FPPA does not apply - Do not complete additional parts of this form)				4. Acres Irrigated NA	
				5. Average Farm Size 120 acres	
6. Major Crop(s) Corn		7. Farmable Land in Government Jurisdiction Acres: 97,375 35%		8. Amount of Farmland As Defined in FPPA Acres: 16,623 6 %	
9. Name of Land Evaluation System Used LESA		10. Name of Local Site Assessment System None		11. Date Land Evaluation Returned by NRCS January 12, 2009	
PART III (To be completed by Federal Agency)			Alternative Site Rating		
			Alternate A	Alternate B	
A. Total Acres To Be Converted Directly			239 acres	121 acres	
B. Total Acres To Be Converted Indirectly, Or To Receive Services					
C. Total Acres in Site			239 acres	121 acres	
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime and Unique Farmland			132.0	132.0	
B. Total Acres Statewide and Local Important Farmland			15	5	
C. Percentage of Farmland in County or Local Govt. Unit to be Converted			0.01	0.01	
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value			80%	80%	
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland to be Serviced or Converted (Scale of 0 - 100 Points)			18	18	
PART VI (To be completed by Federal Agency) Corridor or Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b & c))			Max. Points Corridor		
1. Area in Nonurban Use			15	9	9
2. Perimeter in Nonurban Use			10	7	7
3. Percent of Site Being Farmed			20	12	12
4. Protection Provided by State and Local Government			20	5	5
5. Distance from Urban Built-up area			0	NA	NA
6. Distance to Urban Support Services			0	NA	NA
7. Size of Present Farm Unit Compared to Average			10	8	8
8. Creation of Non-Farmable Farmland			25	1	1
9. Availability of Farm Support Services			5	5	5
10. On-Farm Investments			20	10	10
11. Effects of Conversion on Farm Support Services			25	2	2
12. Compatibility with Existing Agricultural Use			10	5	5
TOTAL CORRIDOR OR SITE ASSESSMENT POINTS			160	64	64
PART VII (To be completed by Federal Agency)					
Relative Value of Farmland (from Part V above)			100	18	18
Total Corridor or Site Assessment (From Part VI above or a local site assessment)			160	64	64
TOTAL POINTS (Total of above 2 lines)			260	82	82
PART VIII (To be completed by Federal Agency after final alternative is chosen)					
1. Corridor or Site Selected: Improvements to SR 126, Memorial Blvd. from East Center Street to Interstate 81 in Kingsport, TN.			2. Date of Selection: NA		3. Was A Local Site Assessment Used? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
4. Reason For Selection: Selection has not been made – This is a comparison of the two proposed Build Alternatives. Signature of person completing the Federal Agency parts of this form:			Sullivan County State Route 126 Memorial Boulevard LESA Site Assessment		

ATTACHMENT C – CONCEPTUAL STAGE RELOCATION PLAN



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

RIGHT OF WAY DIVISION
SUITE 600, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-3196

JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

August 22, 2012

JonnaLeigh Stack
TDOT Transportation Coordinator, NEPA Manager
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN. 37243

Re: **Modified Alternate "B"**
County: **Sullivan**
Route: **SR-126**
NEPA Project Number: **82085-0233-04**
Federal Project Number: **STP-126(10)**
PIN Number: **105467.00**

Dear Ms. Stack:

In order to reduce impacts and the anticipated number of residential relocations that would result from construction of Alternate "B" for the above project, a 2.7± mile segment of the preliminary plans was modified.

As scaled from the conceptual plans supplied by the Nashville office of Florence & Hutcheson, Inc., the studied segment begins roughly 500 feet southwest of the intersection of SR-126 and Glenwood Street and ends approximately 60 feet east of the intersection of SR-126 and Cook's Valley Road. A map showing the location of the modified segment is attached to this letter.

A set of the conceptual plans for the modified segment marked to indicate the anticipated relocations is also included with this letter.

Results are summarized in the chart shown on the next page.

DISPLACEMENTS:

RELOCATIONS	Original Alternate B (Total Before)	Net Reduction of Relocations in Study Area	Alternate B Incorporating the Modification (Total After)
SINGLE FAMILY RES.	90	9	81
MULTI-FAMILY UNITS	69	47	22
MOBILE HOMES	3	2	1
BUSINESSES	30	6	24
NON-PROFIT	1	0	1

DISPLACEMENT EFFECTS AND ANALYSIS

Single Family Units

Alternate B: Construction of this option is expected to result in the displacement of 90 (ninety) single family residences.

Modified Alternate B: After incorporating the reduction in relocations resulting from the modified segment, construction is expected to result in the displacement of 81 (eighty one) single family residences, 9 (nine) fewer than originally estimated.

Multi-Family Units

Alternate B: Construction of this option is expected to displace 69 (sixty nine) multi-family units.

Modified Alternate B: After incorporating the reduction in relocations resulting from the modified segment, construction is expected to result in the displacement of 22 (twenty two) multi-family units, 47 (forty seven) units fewer than originally estimated.

Mobile Homes

Alternate B: Construction of this option is expected to displace 3 (three) mobile homes.

Modified Alternate B: After incorporating the reduction in relocations resulting from the modified segment, construction is expected to result in the displacement of 1 (one) mobile home, 2 (two) fewer than originally estimated.

Businesses

Alternate B: Construction of this option is expected to result in the displacement of 30 (thirty) small businesses.

Modified Alternate B: Construction is expected to displace 24 (twenty four) small businesses, 6 (six) fewer than originally estimated.

Non-Profit

Modified Alternate B: Construction of this option will not affect the number of non-profit displacements.

No new potential relocations (single family residential, multi-family, mobile home, business, farm, or non-profit) were noted on the project.

The reduction in anticipated relocations within the 2.7± mile modified segment is summarized in the table below.

RELOCATIONS	Portion of Alternate B Affected by the Modification (Before)	Modified Alternate B “Study Area” (After)	Net Reduction of Relocations in “Study Area”
SINGLE FAMILY RES.	28	19	9
MULTI-FAMILY UNITS	50	3	47
MOBILE HOMES	2	0	2
BUSINESSES	8	2	6
NON-PROFIT	0	0	0

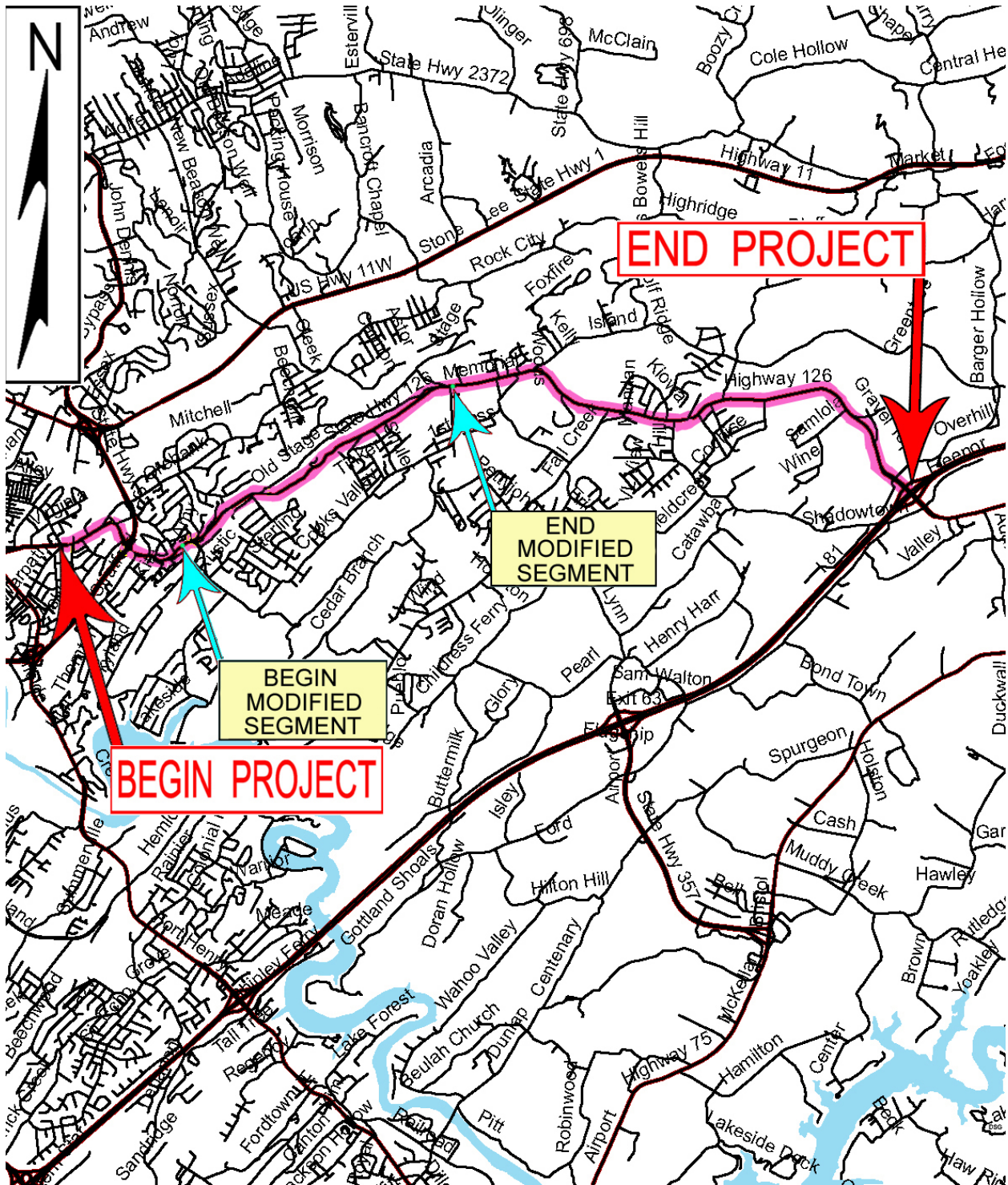
Prepared By:



David S. Goodman
Transportation Specialist 1

Digitally signed by David S. Goodman
DN: cn=David S. Goodman,
o=Tennessee Dept. of Transportation,
ou=Right of Way Office,
email=David.S.Goodman@tn.gov,
c=US
Date: 2012.08.22 09:13:37 -05'00'

LOCATION MAP
(For Illustration Only)



ANTICIPATED RELOCATIONS

SR 126 DEIS, SULLIVAN CO.

MODIFIED ALTERNATE "B"

RESIDENTIAL
RELOCATION

RESIDENTIAL
RELOCATION

RESIDENTIAL
RELOCATION

MULT-FAMILY
RELO. (3 UNITS)

RESIDENTIAL
RELOCATION

RESIDENTIAL
RELOCATION

Garage

RESIDENTIAL
RELOCATION

RESIDENTIAL
RELOCATION

RESIDENTIAL
RELOCATION

RESIDENTIAL
RELOCATION

BUSINESS
RELOCATION

Pump Island in
Proposed ROW

RESIDENTIAL
RELOCATION

RESIDENTIAL
RELOCATION

MODIFIED ALTERNATE "B"
PROPOSED ROW (RED LINE)

ALTERNATE "B" PROPOSED
ROW (BLUE LINE)

TRINITY LN. CONNECTOR

WOODRIDGE

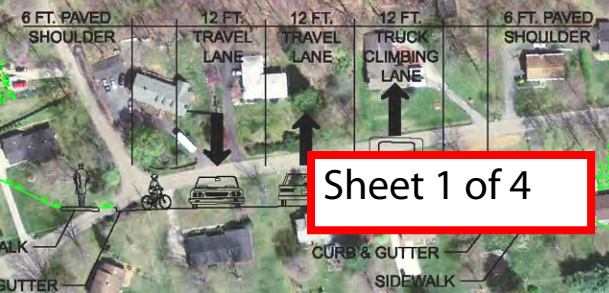
AMY AVE.

TRINITY LN.

SKYLAND LN.

HARBOR CHAPEL RD.

TANGLEWOOD RD.





TYPICAL SECTION - OLD STAGE ROAD

ALTERNATE "B" PROPOSED ROW (BLUE LINE)

MODIFIED ALTERNATE "B" PROPOSED ROW (RED LINE)

BUSINESS RELOCATION

ALT. RETAINING WALL

ALTERNATE RETAINING WALL



ALTERNATE "B" PROPOSED ROW (BLUE LINE)

MODIFIED ALTERNATE "B" PROPOSED ROW (RED LINE)

RESIDENTIAL RELOCATION

Garage

UNINHABITABLE RESIDENCE

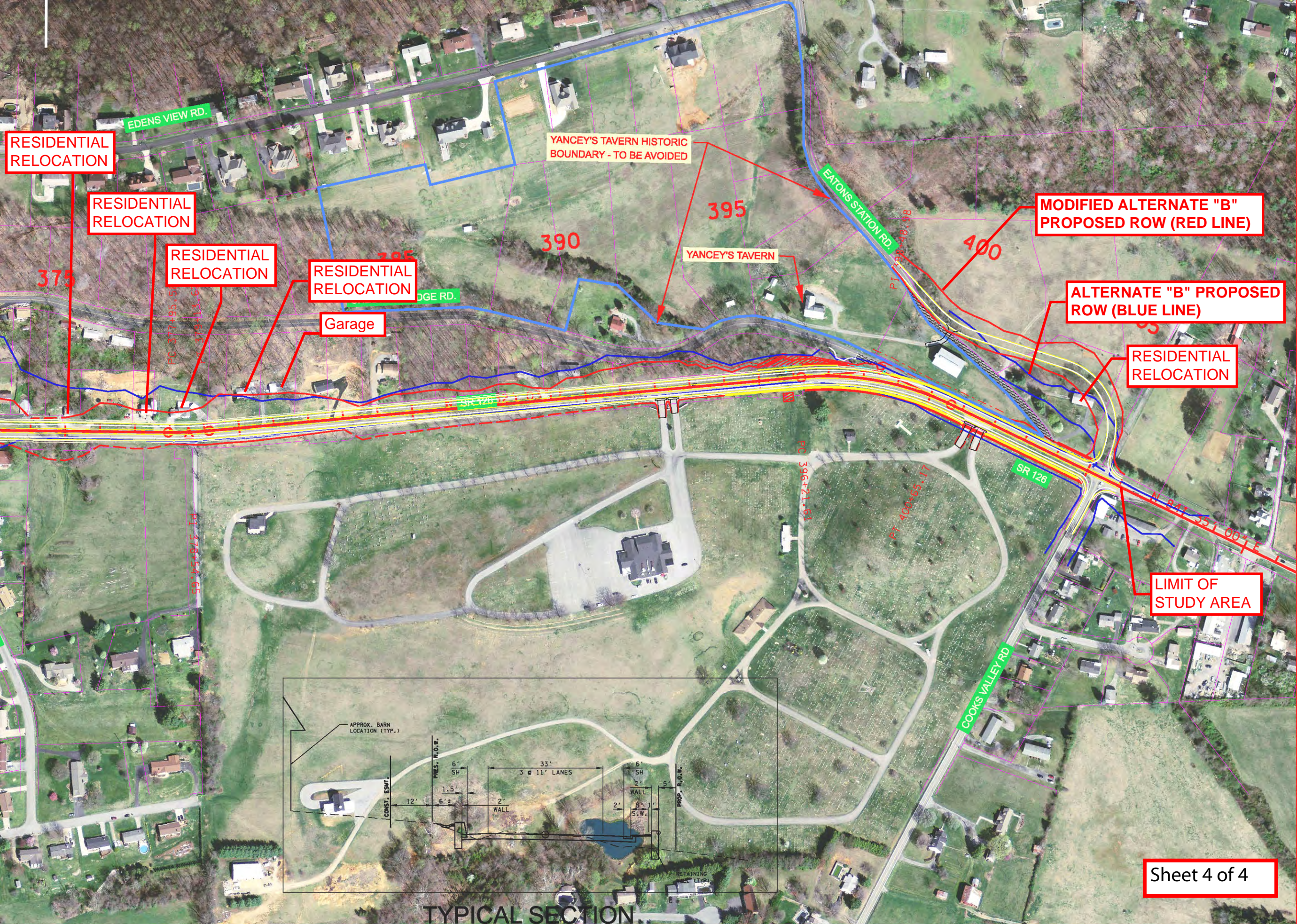
RESIDENTIAL RELOCATION

Garage

RESIDENTIAL RELOCATION



TYPICAL SECTION - SEGMENT 3B





**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DIVISION
SUITE 600, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0337**

GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

CONCEPTUAL STAGE RELOCATION PLAN

Sullivan Co.
Project No. 82085-1225-14; STP-126(10)
PIN NO. 105467.00

State Route 126 from East Center Street to I-81

GENERAL AREA AND PROJECT INFORMATION

The Tennessee Department of Transportation is proposing to improve State Route 126 from East Center Street in Kingsport to Interstate 81. The project proposes to improve the existing two (2) lane roadway which currently suffers from substandard geometry and sight distance issues.

Sullivan County is located in northeast Tennessee and has a population of 153,048 (2000 census data). Kingsport, where the project begins, has a population of 44,905 (2000 census data).

DISPLACEMENTS

RELOCATIONS	A	B
SINGLE-FAMILY UNITS	102	90
MULTI-FAMILY UNITS	135	69
MOBILE HOMES	4	3
BUSINESSES	43	30
NON PROFIT	1	1

DISPLACEMENT EFFECTS AND ANALYSIS

RESIDENTIAL:

This project is expected to cause either one hundred and sixty two (162) or two hundred forty one (241) residential displacements depending on the alternate chosen. The displacements are as follows:

Alternate A is expected to cause two hundred forty one (241) residential displacements consisting of one hundred two (102) single family residences, one hundred thirty five (135) units in multi-family housing, and four (4) mobile homes. A majority of the single family residences and mobile homes are believed to be owner occupied. All multi-family units are believed to be tenant occupied.

Alternate B is expected to cause one hundred sixty two (162) residential displacements consisting of ninety (90) single family residences, sixty nine (69) units in multi-family housing, and three (3) mobile homes. A majority of the single family residences and mobile homes are believed to be owner occupied. All multi-family units are believed to be tenant occupied.

A study of the real estate market in the project area indicates a market not capable of supporting the one hundred and sixty two (162) to two hundred forty one (241) residential displacements within the immediate project area. Expanding the study beyond the immediate project area reveals a market that can support this large number of relocations, but not easily. It will be difficult to adequately address the varying needs of all those displaced by this project. Numerous, substantial last resort housing payments could be expected.

BUSINESS:

This project is expected to cause either forty three (43) or thirty (30) non-residential displacements depending on the alternate chosen. The displacements are as follows:

Alternate A is expected to cause forty three (43) non-residential displacements.

Alternate B is expected to cause thirty (30) non-residential displacements.

The displaced businesses represent a variety of service and retail operations, including service stations, a lawn & garden center, restaurants, a health/fitness club, a dry cleaner, and retail sales. The above counts also include numerous apartment buildings that will likely be categorized as displaced businesses, as well as, a few vacant buildings that could be occupied prior to offers being made. All displaced businesses are believed to employ fifteen (15) or fewer.

A study of the real estate market in the project area reveals that it is unlikely that such a large number of business displacees can relocate in the immediate project area. Successful relocation will require many of the businesses to expand their search area beyond the immediate project area.

NON-PROFIT:

This project is expected to cause one (1) non-profit displacement on either alternate, Kingsport Fire Department, Station #3. The station employs fewer than ten (10) with three (3) per shift. Some difficulty is anticipated in relocating this station. Due to the nature of their "business", they will need to relocate in close proximity to their current location. Based on a study of the local real estate market, it is believed that suitable replacement sites do exist but not in great numbers. This is complicated by the large number of businesses displaced by the project.

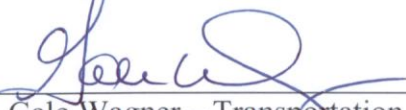
FARM:

This project is not expected to cause any farm displacements.

ASSURANCES

The Tennessee Department of Transportation will make relocation assistance available to all eligible persons impacted by this project, including residences, businesses, farm operations, non-profit organizations, and those requiring special services or assistance. The Regional Relocation Staff will administer the relocation program under the rules, policies, and procedures set forth in the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, the Uniform Relocation Assistance Act of 1972, implementing federal regulations, TCA 13-11-101 through 119, The State of Tennessee Relocation Assistance Brochure and Chapter Nine of the State of Tennessee, Department of Transportation, Right-of-Way Manual. TDOT's relocation program is practical and will allow for the efficient relocation of all eligible displaced persons in accordance with State and Federal guidelines.

Prepared By:



Gale Wagner – Transportation Manager 1

Date: 4/8/10

Approved By:



Joe Shaw – Transportation Manager 2

Date: 4/8/10

ATTACHMENT D – SECTION 7 COORDINATION (CORRESPONDENCE)

JonnaLeigh Stack

Subject: FW: SR 126 - Bat survey

From: John Griffith [mailto:john_griffith@fws.gov]

Sent: Friday, May 09, 2014 2:58 PM

To: JonnaLeigh Stack

Subject: RE: SR 126 - Bat survey

JonnaLeigh,

It was good speaking with you earlier. We acknowledge TDOT's commitments to address potential impacts to these species prior to construction. As such, we would be satisfied that concerns for these species have been addressed if this language is included in the FEIS. Therefore, our section 7 clearance for this project is still valid. Please let me know if we can offer further assistance. Sincerely,

John Griffith
Transportation Biologist
U.S. Fish and Wildlife Service
Tennessee Field Office
931-525-4995 (office)
931-528-7075 (fax)

From: JonnaLeigh Stack [<mailto:JonnaLeigh.Stack@tn.gov>]

Sent: Friday, May 09, 2014 2:44 PM

To: John_Griffith@fws.gov

Subject: SR 126 - Bat survey

Hi John,
Thanks for the information.

To confirm, it is okay with USFWS if TDOT waits until prior to construction to perform an updated bat study for the Indiana bat; the previous having expired April 1, 2014. I assume that the Long-eared bat would be listed by the time this project is let for construction. TDOT would include them in the study.

Please confirm USFWS will be satisfied with the FEIS if this qualifying language and commitment is included in the document.

jls

JonnaLeigh Stack, Esq.
Transportation Coordinator, NEPA Project Manager
TDOT Environmental Division
505 Deaderick St. Ste. 900
Nashville, TN 37243
Main 615 741-3655
Direct 615 253-2463
jonnaleigh.stack@tn.gov

<http://www.tdot.state.tn.us/environment>



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

October 24, 2013

Ms. JonnaLeigh Stack
Tennessee Department of Transportation
Environmental Planning and Permits Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

Subject: FWS# 13-CPA-0793. Concurrence Point 4. Proposed construction to State Route 126 (Memorial Boulevard), Sullivan County, Tennessee.

Dear Ms. Stack:

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated National Environmental Policy Act (NEPA) documentation and analysis for the proposed construction to approximately 8.4 miles of State Route 126 between East Center Street and Interstate 81 (I-81) in Sullivan County, Tennessee. The purpose of this project is to improve the existing two-lane roadway, reduce the crash rates, and enhance travel and emergency response times from East Center Street in Kingsport to I-81. TDOT, the City of Kingsport, and local citizens conducted a Context Sensitive Solutions process which documents the majority decisions made by a Community Resource Team regarding design elements, roadway cross sections, and components of the project's purpose and need.

Concurrence Point 4 considered four alternatives under the NEPA process, the No-Build Alternative and three Build Alternatives. The No-Build Alternative would not provide for improvements to the existing roadway aside from standard maintenance activities. TDOT has concluded that the No-Build Alternative does not meet the purpose and need as documented in the approved Environmental Impact Statement. Alternative B Modified was selected as the preferred alternative.

According to Table 7.0-2, stream impacts would include alterations to 3,107 linear feet of perennial and intermittent streams. TDOT has committed to constructing the crossings perpendicular to the streams during low flow times to minimize impacts. We additionally recommend that the crossings be constructed with bottomless culverts or a span bridge design to minimize any long-term alterations to stream functions (e.g., fish and other aquatic species passage, sediment transport, movement of woody debris, etc.).

Bat surveys were conducted along the proposed corridor in the summer of 2011 to establish whether the area is being utilized as roosting habitat by the Indiana bat. Due to negative survey results for this species, we concurred with TDOT's determination of "not likely to adversely affect" in a letter dated November 9, 2011. Unless new information otherwise indicates Indiana bat use of the area, this survey will be valid until April 1, 2014. Although it is likely that this project would have an insignificant effect on the Indiana bat, we would appreciate consideration given to the removal of trees with a DBH (diameter at breast height) of five inches or greater from October 15 through March 31 to further minimize potential for harm to the Indiana bat.

The capture of two gray bats during survey efforts indicates that this species utilizes the area streams as travel/feeding corridors. Our database indicates that the nearest gray bat cave is Morrell Cave, approximately 10 miles east of the project. We are unaware of any caves that would be impacted by the project and are concerned mainly for water quality along travel/feeding corridors. Best management practices, to include stringent erosion and sediment control measures, should be implemented throughout the project to minimize potential for harm to the gray bat.

Based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled for all species that currently receive protection under the Act. Obligations under section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action. The signed TESA concurrence points 1 and 2 package for this project is attached.

We believe that the provisions of TESA Concurrence Point 4 have been satisfied, and we concur with the *Preferred Alternative and Preliminary Mitigation Package*. The signed TESA Concurrence Point 4 for this project is attached.

Thank you for the opportunity to participate in this process. If you have any questions regarding our comments, please contact John Griffith of my staff at 931/525-4995 or by email at john_griffith@fws.gov.

Sincerely,

A handwritten signature in cursive script, reading "Mary E. Jennings".

Mary E. Jennings
Field Supervisor

Enclosure



TENNESSEE WILDLIFE RESOURCES AGENCY

ELLINGTON AGRICULTURAL CENTER
P. O. BOX 40747
NASHVILLE, TENNESSEE 37204

October 9, 2013

JonnaLeigh Stack
Transportation Coordinator, NEPA Project Manager
TDOT Environmental Division
James K. Polk Building, Suite 900,
505 Deaderick Street
Nashville, TN 37243-0334

Re: Concurrence Point 4 – Preferred Alternative and Preliminary Mitigation Package – State Route 126 (Memorial Boulevard) Improvement Project from East Center Street to I-81, Sullivan County, Tennessee, PIN 105467.00

Dear Ms. Stack:

The Tennessee Wildlife Resource Agency has reviewed the Tennessee Department of Transportation (TDOT) Concurrence Point 4 documents for the State Route 126 (Memorial Boulevard) Improvement Project from East Center Street to I-81 in Sullivan County and concurs on Concurrence Point 4 and supports Alternative B Modified as the Preferred Alternative. We have completed the Concurrence Point 4 Form as requested and it is attached.

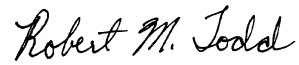
The Tennessee Wildlife Resources Agency provides the following comments regarding “Preferred Alternative and Preliminary Mitigation Package” for the proposed State Route 126 (Memorial Boulevard) Improvement Project. In our comments on Concurrence Point 3 for this proposed project that are included in Appendix C of the Concurrence Point 4 “Preferred Alternative and Preliminary Mitigation Package” it states: “**Comment:** On page 121 in Chapter 3, the title of TABLE 3.5.2: entitled “ANIMALS IDENTIFIED WITHIN SULLIVAN COUNTY BY TWRA (1 OF 2)” should be reworded to read “ANIMALS IDENTIFIED WITHIN SULLIVAN COUNTY BY TWRA AND TDEC (1 OF 2)”, since this information was provided to TDOT by TDEC and since TWRA does not have regulatory authority of the Stonefly (*Allocapnia brooksi*), the Cherokee Clubtail Dragonfly (*Gomphus consanguis*), the Cave Spider (*Nesticus paynei*), and the Diana Fritillary (*Speyeria Diana*). We also request that the state status of “Wildlife-In-Need-Of-Management” be included in the table for the following species” Tangerine Darter (*Percina aurantiaca*), Blotchside Logperch (*Percina burtoni*), Bald Eagle (*Haliaeetus leucocephalus*) Swainson’s Warbler (*Limnothlypis swainsonii*), Common Barn Owl (*Tyto alba*), Hairy-tailed Mole (*Parascalops breweri*), Smoky Shrew (*Sorex fumeus*) and the Meadow Jumping Mouse (*Zapus hudsonius*). The Sharphead Darter (*Etheostoma acuticeps*), the Tennessee Dace (*Phoxinus tennesseensis*), and the Least Weasel (*Mustela nivalis*) have no Tennessee Wildlife Resources Agency state status. The state status for the Longhead Darter (*Percina macrocephala*) is threatened. **Response:** The suggested changes will be made.”

The State of Tennessee

IS AN EQUAL OPPORTUNITY, EQUAL ACCESS, AFFIRMATIVE ACTION EMPLOYER

Nowhere in this document do we see that our comments have been incorporated into the Concurrence Point 4 document. The only mention of listed species in the Concurrence Point 4 document is in regard to the federally listed Indiana Bat (*Myotis sodalis*).

Sincerely,

A handwritten signature in black ink that reads "Robert M. Todd". The script is cursive and fluid, with the first letters of the first and last names being capitalized and prominent.

Robert M. Todd
Fish and Wildlife Environmentalist

cc: Vincent Pontello, Wildlife Biologist/East TN TDOT Liaison
Rob Lindbom, Region IV Habitat Biologist
John Gregory, Region IV Manager
John Griffith, USFWS
Ben Brown, TDEC
Jamie Higgins, EPA
Larry Long, EPA
Amy Robinson, U.S. Army Corps of Engineers, Nashville District
Leigh Ann Tribble, Federal Highway Administration



United States Department of the Interior

FISH AND WILDLIFE SERVICE
446 Neal Street
Cookeville, TN 38501

November 17, 2011

Ms. Leigh Ann Tribble
Federal Highway Administration
Tennessee Division Office
404 BNA Drive, Suite 508
Nashville, Tennessee 37217

Subject: FWS #12-CPA-0072. Proposed construction to State Route 126 (Memorial Boulevard) from Center Street to Interstate 81; PIN# 105467.00, P.E. 82085-1225-14, Sullivan County, Tennessee.

Dear Ms. Tribble:

Thank you for your letter dated October 26, 2011, transmitting acoustic and mist netting survey results for the proposed construction to State Route 126 from Center Street to Interstate 81 in Sullivan County, Tennessee. At the request of our office, surveys were conducted along the proposed corridor to determine if the area is being utilized as summer roosting habitat by the federally endangered Indiana bat (*Myotis sodalis*). Personnel of the U.S. Fish and Wildlife Service have reviewed the information provided and offer the following comments.

Joint mist netting and acoustical studies were performed from August 3 through August 10, 2011, at six sites determined to contain suitable habitat for the Indiana bat. The acoustical study resulted in the recording of 883 bat calls, of which none were identified as Indiana bats. The mist netting efforts resulted in the capture of 26 bats, of which two individuals were federally endangered gray bats (*Myotis grisescens*). The Tennessee Division Office agrees with the determination made by the Tennessee Department of Transportation (TDOT) that the project is "not likely to adversely affect" the Indiana bat because none were observed during surveys.

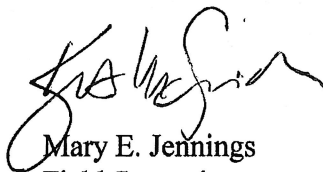
Due to negative Indiana bat surveys, we concur with TDOT's finding of "not likely to adversely affect" for the Indiana bat. Although it is likely that this project would have an insignificant effect on the Indiana bat, we would appreciate consideration given to the removal of trees with a DBH (diameter at breast height) of five inches or greater from October 15 through March 31 to further minimize potential for harm to the Indiana bat. Based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under the Act must be reconsidered if (1) new information reveals impacts

of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

The capture of two gray bats during survey efforts would indicate that this species utilizes the area streams as travel/feeding corridors. Our database indicates that the nearest gray bat cave is Morrell Cave, approximately 10 miles east of the project. We are unaware of any caves that would be impacted by the project and are concerned mainly for water quality along travel/feeding corridors. Best management practices, to include stringent erosion and sediment control measures, should be implemented throughout the project to minimize potential for harm to the gray bat.

If you have any questions regarding our comments, please contact John Griffith of my staff at 931/525-4995 or by email at john_griffith@fws.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mary E. Jennings", is written over the typed name.

Mary E. Jennings
Field Supervisor

Farmer, John

From: Keven Brown <Keven.Brown@tn.gov>
Sent: Wednesday, March 05, 2014 7:53 AM
To: Farmer, John
Subject: RE: SR-126 (Memorial Boulevard) Final Environmental Impact Statement; Kingsport, Sullivan County, TN

John,

The statement for the bats will do for documentation at this time. No additional FWS letter is needed for the NLEB. It's not a listed species yet. Work on the EBR has not begun at this time and I'm not sure when that will start. We'll try to work it in as our schedule allows.

Keven A. Brown
Ecology Section
TDOT, Region 1
865-594-2437
Keven.Brown@tn.gov
